

Foster's Finest Kid Gloves

One Dollar a Pair

Journal readers get the only word of this unusual bargain. We were enabled to secure but twenty-five dozen—300 pairs, an altogether too limited quantity for general announcement, so mention them in this paper only.

Every size from 5½ to 7, almost any fashionable color or black, finest French kid made up in Foster's faultless manner, regularly \$1.50 a pair—this lot at \$1.00.

COME TO-DAY.

L.S. AYRES
Indians Great
Distributors of
Fine Goods

FROM NOW ON IT'S A

Christmas Shop

At Badger's

For months we've been planning and working to have something to please you for the holidays.

Musical Cabinets, verisimilitude, gold or mahogany. Ladies' Dressing Tables, Bookcases, Gent's Shaving Cases, etc. etc. etc. Dressing Tables, Bookcases, Gent's Shaving Cases, etc. etc. etc. Dressing Tables, Bookcases, Gent's Shaving Cases, etc. etc. etc.

New lot of Teak wood just received ranging from \$15.00 to \$40.00.

BADGER FURNITURE CO.,
INDIANAPOLIS.

MET DEATH ON THE TRACK

GEORGE W. WILLIAMS'S HEAD
SEVERED FROM HIS BODY.

A Dealer in Junk Instantly Killed
by a Switch Engine and a
Cut of Cars.

George W. Williams, fifty-three years old, a veteran of the civil war, was instantly killed by a Big Four switch engine and cut of cars at Market and Missouri streets yesterday evening. He was picking up coal and iron along the railroad track and had a sack on his shoulder when he was struck by the cars backing over a switch. His head was cut off and left lying on one side of the track, with his body on the other. The City Hospital ambulance removed the body to the morgue, where it was identified.

The old man was a well-known character to the police and spent his time gathering junk in Indianapolis and staying at the Soldiers' Home at Marion. He made his home here with Harry Purcell, of 809 Maxwell street, where he had lived at intervals for three or four years. The police say that Williams's wife left him several years ago and is now traveling with a band of gypsies. Purcell's wife denied this. She said Williams's wife left him fourteen years ago because she was afraid of him and her whereabouts are at this time unknown.

Mrs. Purcell said last night that Williams was a pensioner and that his quarterly check arrived yesterday evening. She said Williams and her husband intended to gather up enough junk to raise \$1.20, the amount required before he could draw his money. She said Williams and her husband had started home in the latter's wagon and her husband was driving. They were near the place where Williams was killed until two minutes, when he heard that a man had been killed. He walked over to the railroad track, turned the head of Williams over and recognized it. Mrs. Purcell said her husband fell over when he saw who it was, being subject to heart trouble, and then hurried home.

The body was taken to the morgue, where it was identified later. Purcell said he saw Williams about a half hour before he was killed walking near the scene of the accident.

SCHAFER LICENSE CASE.

Men Testify that Their Names Were
Used Without Authority.

The Schaffer license remonstrance hearing was resumed before the County Commissioners yesterday with the introduction of witnesses for the saloon element. Robert S. Miller, 222 North Senate avenue, whose name was on the remonstrance, said he did not know that his name was to be used against Schaffer, when he signed it. He said T. P. Kiser, one of the men at the head of the remonstrance movement in the Fourth ward, represented to him that the remonstrance was against a proposed saloon at Thirtieth and Illinois streets. Other witnesses were introduced to show that the remonstrance had got up a blanket remonstrance, giving the power of attorney to sign their names against the granting of a license to any saloon in the Fourth ward. Several men testified that their wives had signed their names without their consent. The hearing was adjourned until the afternoon was spent in striking off names by agreement of the attorneys without the introduction of witnesses. The case may not be ready for argument until the latter part of next week.

PENNSYLVANIA EDUCATOR.

Superintendent N. E. Schaeffer Wants
Licenses Honored in This State.

N. E. Schaeffer, superintendent of public instruction of Pennsylvania, called on Superintendent Jones at the Statehouse yesterday. He desires to establish reciprocal relations with the department of education of Indiana, whereby certain classes of teachers' licenses granted in Pennsylvania will be honored in Indiana as Indiana licenses are now honored in Pennsylvania. Mr. Schaeffer spoke in high terms of the school system of Indiana.

The Indianapolis Fire Insurance Company has over \$500,000 assets invested in government bonds, municipal securities and mortgage loans. Patronize a home company which is safe and sound. Office No. 18 East Market street.

JOHN M. SPANN, Secretary.
JOHN H. HOLLADAY, President.

COAL IS A BIG FACTOR

ITS IMPORTANCE CALLED TO ATTENTION OF WORKS BOARD.

Another Communication from the Commercial Club on Indianapolis Southern Petition.

LOCAL COMMERCIAL INTERESTS

THEY WOULD BE ADVANCED BY THE BUILDING OF THE ROAD.

An Agreement as to the Rate for Hauling Coal—Other Municipal Matters of Interest.

In another communication to the Board of Public Works the Commercial Club, through its directors, yesterday announced that the club has no suggestions to offer as to what route should be granted the Indianapolis Southern road for entrance into the heart of the city. In view of the statement which has been made that the Commercial Club is opposed to the Pogue's run route, the letter is significant. The communication, in addition, goes on to say that the fuel question has arisen to be one of the utmost importance to the manufacturers of Indianapolis and to citizens in general, and the construction of the Indianapolis Southern Railroad will undoubtedly be an important factor in keeping down the price of fuel. The letter asks the board to carefully consider the safety of the people in awarding the franchise and to settle the question keeping in mind the importance of two points—the protection of life and the protection of industries. The communication follows:

"In your consideration of a franchise for the Indianapolis Southern Railroad the board of directors of the Commercial Club of Indianapolis especially urges that the interests of the citizens of this city be carefully protected on two points which seem of particular importance, to wit: the protection of life and the protection of industries. The freight rates on coal.

"This board is strongly of opinion that the commercial interests of Indianapolis would be advanced by the building and operating of a road from this city through the coal and stone fields of Indiana, as is proposed by the officials of the Indianapolis Southern Railroad, and we believe that a method should be provided whereby the road may secure terminal facilities in the city that will place it on an equality with the other roads entering the city. We make no suggestions regarding where the road shall enter the city limits or what its route shall be, but we do insist that the Union Station should be the point of entrance. A board will give this matter careful attention with a view to selecting the route best adapted to serve the interests of our constituents.

"The question of the protection of life at street intersections has been brought to your attention in a communication sent to your honorable board by the elevated railroad commission of the Commercial Club. We sincerely hope that the matter of freight rates in coal will receive your consideration. With the gradual failure of natural gas it is inevitable that the manufacturing and commercial interests of the city will be compelled to rely largely upon coal for the production of heat and power, so that cheap coal will be, in the near future, a matter of great importance to the city. There are several smaller, but active, cities situated nearer the coal fields that are adding largely to their industrial population because of the cheap fuel they are able to offer.

"The cost of coal at the mine is a matter that is beyond the power of your board to regulate. The cost of that coal at Indianapolis and at these points that come directly in commercial competition with this city, is the cost of the coal at the mine plus the freight. As it is improbable that the mine operators will ever find it expedient to discriminate against this city in the price of coal at the mine we may safely assume that the cost of coal at Indianapolis, in comparison with its cost at competing commercial points, is a comparison of freight rates.

"The route of the Indianapolis Southern as projected, passes through a portion of the coal fields in which coal is abundant and of excellent quality. These fields are at present reached by two lines from this city. We do not presume to state that any discrimination in coal freight rates exists nor do we claim that the present rates are not fair and just, but we do submit to you that a third line to the coal fields, legally pledged to a reasonable compensation for hauling coal from the mines to this city, would be instrumental in preventing exorbitant rates in the future at a time when cheap fuel may be of even greater importance to the welfare of Indianapolis than it is at present.

"The Indianapolis Southern Railroad have expressed a willingness to enter into an agreement with this city, on this point, and we submit to you that your honorable board cannot afford to neglect this opportunity to assure the city reasonable freight rates on coal for the future. It is a matter of great importance to our manufacturing and commercial interests, and we have the opportunity to give us protection, and a clear perception of your duty in the premises will not permit you to neglect it.

"We urge your serious consideration of this question as it is one well worthy of it. The method of settling the freight rates per ton in carload lots is an important point. In a previous communication to your honorable board we suggested a commission of three, consisting of the presidents of the two leading commercial bodies in the city, and the president of the road. This was merely a tentative suggestion based on our belief that such a commission would adjust the rate with regard to the rights and interests of both the railroad and the city. Any other method of settling the freight rates would be to the detriment of the city.

LETTERS FROM SOUTHERN INDIANA.

Southern Indiana towns along the proposed route of the Indianapolis Southern Railroad are greatly interested in the action of the Board of Works and hardly a day passes that the board is not in receipt of one or more letters from the south of the State regarding the advantages of the road. The tenor of the communications is generally, to the effect that Indianapolis is not receiving the amount of the trade from southern Indiana to which the city is entitled; and that by the construction of the Southern railroad the volume of business from other cities on railroads running east and west might be diverted to the benefit of Indianapolis. Several towns and cities and towns in the southern part of the State which have extremely poor connection with Indianapolis. The merchants of those places, while they would prefer to trade there, are compelled to take their trade to other cities to the detriment of Indianapolis. The board of the road not only because it will be of immense advantage to southern towns, but because it will be a big factor in the development of Indianapolis as a trading center for the towns between here and the Ohio river.

The State a Law Violator.

The State of Indiana, through Secretary of State Union B. Hunt, has been notified by Building Inspector Bartel that it must comply with the smoke ordinance. The institution which, in the opinion of the inspector, is a great violator at the present time, is the Institute for the Blind, and

he has asked the State what steps it intends to take toward abating the nuisance. No reply has been received. The inspector yesterday received communication from the D. P. Erwin Company and the H. P. Wasson Company informing him that steps are being taken to comply with the law.

Complaint of Seven Widows.

An unusual delegation appeared before the Board of Works yesterday to object to a proposed improvement. The one in question is the widening of the first alley west of Senate avenue from Seventeenth street to a point just above Eighteenth street. The delegation was composed of seven widows, who informed the board that the improvement was unnecessary and that they could not afford the heavy assessment. The board took the complaint under advisement and investigated the alley yesterday afternoon.

BOARD OF WORKS ROUTINE.

ASSESSMENT ROLLS APPROVED.

Final roll for cement walks on east side of Belmont avenue, from Washington street to a point just above Eighteenth street.

Final roll for roadway and gutters on Massachusetts avenue, from Pennsylvania street to Delaware street.

Final roll for grading and graveling on Oriental street, from Ohio street to Vermont street.

Final roll for asphalt roadway on Louisiana street, from Illinois street to Capitol street.

Primary roll for grading and graveling on Graceland avenue, from Thirtieth street to first north of Thirtieth street.

Primary roll for gravel roadway in second alley south of Tenth street, from first alley west of Jefferson avenue to Jefferson avenue.

Primary roll for asphalt surface and brick gutters in Illinois street, from Ohio street to Jackson place.

FINAL ACTION TAKEN.

For a local sewer in first alley west of Blackford street, from Ohio street to New York street.

For local sewer in Kenwood avenue, from Twenty-ninth street to Kenwood Park addition.

For opening first alley north of Market street, from Highland street to a point 28 feet east.

TEACHERS OF THE STATE

ANNUAL MEETING OF THE STATE ASSOCIATION DURING HOLIDAYS.

J. W. Carr, Superintendent of the Anderson Schools, in the City—Visitors to the Hotels.

J. W. Carr, superintendent of the city schools at Anderson, and C. M. McDaniel, superintendent of the Madison schools, were at the Grand Hotel last night. They are visiting teachers' association meetings in different counties. Professor Carr was at Lebanon yesterday. He says the programme for the meeting of the State Teachers' Association, to be held in this city during the Christmas holidays, has practically been completed, but has not yet been printed.

The Teachers' Association will convene at the Statehouse on Dec. 28. Professor Carr says that some of the best known educators of the country are in the programme. Among them are Louis F. Souldan, superintendent of schools at St. Louis, who will deliver the annual address. Prof. Halleck, principal of the Boys' High School at Louisville, is also in the programme. One of the chief features of the meeting will be a symposium on the subject, "The Next Step in Education in Indiana." Among those who will take part in this discussion are R. L. Hamilton, of Ohio, D. M. Geesling, of Greensburg, and W. W. Parsons, of the State Normal at Terre Haute. Professor Carr believes that one of the important steps that will be taken next in school work will be the elimination of politics from the management of the schools. He cites his own city as an illustration of how schools may be managed by a nonpartisan school board. Professor Carr thinks that a better training of teachers is necessary in this State. "There are a few times," he said, "when a man would not more be allowed to teach school without having made some special preparation. He should be allowed to teach in the State. Additional normal facilities, Professor Carr thinks, would be one of the important steps that will be taken next in school work will be the elimination of politics from the management of the schools. He cites his own city as an illustration of how schools may be managed by a nonpartisan school board. Professor Carr thinks that a better training of teachers is necessary in this State. "There are a few times," he said, "when a man would not more be allowed to teach school without having made some special preparation. He should be allowed to teach in the State. 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